

Annex C

Revision of Chapter IX Outline

1. Under the provisions of NIS Memorandum No. 7, the Chapter IX Subcommittee, representing the agencies concerned, is responsible for "... a continuing appraisal to determine when there is sufficient basis for Maintenance replacement [of map and chart appraisal data] ... and for scheduling the production of a Maintenance unit considered to be required." The Subcommittee considers that it is severely handicapped in this duty by the status of the Chapter IX as the primary Maintenance unit. Significant changes or additions warranting revision of the published Chapter IX on a given country very rarely apply to all of the major map and chart categories treated. More commonly, only one or two categories require maintenance; the remainder are essentially unchanged. The Subcommittee must therefore schedule maintenance units on which the work of some contributors is needless. At the same time, revisions that should be undertaken are deferred for lack of resources to assign to them. The Chapter IX format, in short, is such that production cannot be effectively related to actual maintenance needs.

2. An improvement in Chapter IX maintenance requires that the Chapter be produced in Sections, each relating to a broad map category, that can be maintained separately. Such an organization would permit the revision of data that are significantly obsolete while allowing the deferment of maintenance that is not actually needed. At the same time, the amount of priority maintenance that can be scheduled would be greatly increased. In the view of the Subcommittee, such an organization is feasible and it

the same time contributes to a more logical and useful arrangement of the intelligence presented.

3. After studying a variety of alternative formats, the Subcommittee agreed on the proposed Chapter IX outline revision presented in paragraph 4. below. The revision incorporates the following changes:

- a. Existing Sections 90, 91, and 92 are melded in new Sections according to broad map or chart subject categories. With the exception of survey and aerial photography subjects, the present Section 90 is already organized in accordance with subject categories found in Section 91. Section 92 graphics also are easily transferable to a Section 91 type of treatment.
- b. As described in Annex B, material on surveys and aerial photography is eliminated except as it has special bearing on the evaluation of maps and charts.
- c. Two new major topical groupings are created, one joining aeronautical charts with air-transport maps and the other sailing, general, and coast charts with port and harbor charts and plans. This change corrects the present hiatus between priorities and actual maintenance scheduling in these subjects. It permits HC Charts to eliminate landlocked countries from its production schedule, and thereby produce a full eight Chapter IX units in each fiscal year. ACIC would similarly be able to concentrate production on NIS Areas that are truly important from the standpoint of the validity of air charts and map information. The categories themselves are considered to be logical in terms of reader use and at the same time to add desirable length to the new Sections they will create.
- d. Treatment of maps and plans of urban areas is grouped with the treatment of sociological, political, and economic maps. This change,

again, is felt to be logical in terms of reader use and at the same time to contribute to a better balance between Sections.

e. As noted in Annex B, the category "Special armed-forces maps and charts" (Section 91, Subsection E, in old outline) is eliminated.

f. Treatment of terrain models is placed under the heading "Topographic and physical maps." While this change is primarily intended to obviate the necessity of an additional Section, it also conforms with logic and reader convenience.

4. The proposed new Chapter IX outline is as follows:

Section 90. Topographic and physical maps and charts

- A. General
- B. Topographic maps [including terrain models]
- C. Specialized physical maps
- D. Terrain-evaluation maps
- E. Coastal oceanographic charts
- F. Climatic maps

Section 91. Aeronautical charts and air-transport maps

- A. General
- B. Air and air-facility charts
- C. Air-transport maps

Section 92. Nautical charts and port-facility plans

- A. General
- B. Sailing, general, and coast charts
- C. Port and harbor charts and plans

Section 93. Land-transportation and communication maps and charts

- A. General
- B. Railroad maps
- C. Road maps
- D. Inland-waterway maps and charts
- E. Telecommunication and postal maps
- F. Pipeline maps

Section 94. Sociological, political, economic, and urban area
maps and plans

- A. General
- B. Sociological maps
- C. Political maps
- D. Economic maps
- E. Maps and plans of urban areas

The following expansion of parts A and B of Section 90 is a sample of the intended organization within each major and secondary subheading.

Section 90. Topographic and physical maps and charts

A. General

General statements concerning the selection of maps and charts and the presentation of the information. [Similar to "A. General" in present Section 91 but incorporating some of the pertinent data now appearing in the "Guide to Users."]

B. Topographic maps [including terrain models]

1. General

General statements on chief topographic mapping agencies of the NIS Area, significant contributions being made by other countries, and the extent of and deficiencies in the topographic mapping of the NIS Area.

2. Selected maps

[The format will remain the same as in the Section 91 of the present Chapter IX, with recommendations given in textual form preceding a listing of selected items. The composition of the individual items will also remain unchanged.]

3. Programs underway or projected

5. A certain amount of subjectivity and compromise is unavoidable in the development of a revised outline. It is the judgment of the

Subcommittee, however, that the outline herein presented most nearly achieves conditions for effective Chapter IX maintenance without sacrifice of essential content, form, or standards. Certain disadvantages of the outline are recognized but are not felt to present major problems. They are the following:

a. The outline provides only a long-term solution to the maintenance problem. This is because maintenance on a Section basis cannot commence until a complete Chapter IX has been published in the new format. The first maintenance production on an NIS Area for which a Chapter IX already exists must be on an across-the-board basis. Maintenance on the basis of Section is therefore not likely to be scheduled for some 6 years after its adoption.

b. Chapter IX scheduling will be substantially more complex during the period of transition between maintenance on a Chapter basis and that on a Section basis. This is because desirable Section maintenance on one NIS Area may be in competition with needed Chapter maintenance on another. The Subcommittee will thus have to apply more sophisticated criteria, make harder decisions, and resolve more difficult conflicts of interest in scheduling the eight Chapter IX units that each contributor is responsible for producing. After the transitional period is past -- i.e., when all of the published NIS are converted to the new format -- scheduling will be less demanding and complicated than it is presently.

c. The new maintenance procedure is more likely to reflect departmental as against national intelligence objectives. Successful eschewing of interests that conflict with overall NIS objectives will continue to depend, as it does now, on the maturity and cooperativeness of the individual Subcommittee members.

d. In achieving a clearer and more manageable format, the new outline eliminates some data whose retention somewhere in the NIS may be desirable. These data are principally those related to geodesy and gravimetry, but also include data on aerial photography and hydrographic and oceanographic surveys. It is not felt, however, that these data are significant or useful as Chapter IX topics in their own right.